

SAVOY C. A. BIDDLE;
Manager

THE WAR.

BATTLE OF SKAGER RAK.

"MOST NOTABLE VICTORY SINCE TRAFALGAR."

ONE CRUISER V. 25 ENEMY SHIPS.

ACTIVITY ON WESTERN FRONT.

AUSTRIAN MASSED ATTACKS FAIL.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

THE GREAT NAVAL BATTLE.

ACCURATE DETAILED ACCOUNT.

New York, June 4th.
1.40 p.m.

The first accurate detailed account of the battle off the coast of Jutland has been given to the American public by the Associated Press, which received the description from a high official of the British Admiralty, who has studied all the official reports. He says:—

"We were looking for a fight. The stories of our fleet being decoyed by the Germans is the sheerest nonsense. Indeed, in a word, with an inferior fleet we engaged the entire German fleet, interrupted their plans and drove them back to harbour. Thus we sustained heavy losses, which were expected, but we also attained the expected results. We must admit we had extremely hard luck with our battle-cruisers, but the loss of three great ships in no wise cripples our control of the sea.

"The battle had four phases. Firstly, opening at 3.15 in the afternoon, when our battle-cruisers at a range of six miles joined action with the German battle-cruisers.

"Secondly, the speedy arrival of the battleships of both sides. The Germans arrived sooner than ours, but before that our three battle-cruisers were blown up, supposedly by gunfire, but they were possibly torpedoed. Such close range fighting on the part of our battle-cruisers might be criticised as bad tactics, but our fleet, following the traditions of the Navy, went out and engaged the enemy and the weather made them do so at close range.

"Thirdly, the engagement of the battleships was never more than partial, and included a running fight as the German Dreadnoughts led towards their bases. All the big ship fighting was over at 9.15 p.m., and then came one of the weirdest features of the battle, as the German destroyers made attack after attack like infantry following artillery preparation on our big ships. These onslaughts were most futile, not a single torpedo getting home.

"These attacks ended on the morning and the scene of the battle was swept by Admiral Jellicoe's Fleet, who reported that not a single enemy vessel of any description was in sight.

"Any description can only be fragmentary pending Admiral Jellicoe's report, but one amazing incident is known, that of the super-Dreadnought *Marlborough* steaming in to a veritable hornet's nest of submarines and skillfully avoiding three before being hit. She, however, is now safely in harbour.

"Early in the engagement, according to Admiral Deatty's report, a German battle-cruiser, after being hotly engaged, blew up, broke in two and sank. The British pursuing fleet left behind them another German battle-cruiser *hoer de combat*. When they returned she was missing. She must have sunk. This accounts for two enemy battle-cruisers and the Germans admit they lost two battleships.

[THROUGH REUTER'S AGENCY.]

"The Admiralty has reported the sinking of four German light-cruisers. The Germans' acknowledged loss of six destroyers is the best hope that the German loss is even greater, but we do not intend to make our estimates until we have the complete official reports based on absolutely certain evidence.

"The Zeppelins did not play the part attributed to them. Only one appeared and it remained in action for the briefest time and retired under heavy fire, badly damaged. The weather was such that it is doubtful if any aircraft would have been of much service.

"The enemy sprang no surprises; no 17 inchers, no new tricks. "This bad weather was the hardest luck our fleet has yet encountered. Nevertheless, with a fight like Wednesday's action every day we could stand the loss much better than the Germans."

The Associated Press adds that further details will be even more heartening for Britons.

500 OFFICERS AND MEN RESCUED.

LONDON, June 4th.
7 p.m.

Up to the present about 250 officers and 250 men have been saved. Among the victims are Rear-Admiral Arbuthnot, and Midshipman Scott, eldest son of Sir Percy Scott, who were both on the *Defence*.

GERMAN LOSSES HEAVIER THAN BRITISH.

DESTROYERS' SUCCESSFUL NIGHT ATTACK.

LONDON, June 5th.
12.15 a.m.

The Admiralty has issued a statement generally similar to that given to the Associated Press. It states:—

"When the main British Fleet secured contact with the German High Seas Fleet a very brief period sufficed to compel the latter, already severely punished, to seek refuge. This was possible, as owing to the low visibility and mist the Grand Fleet was only able to get a momentary contact now and then, and no continuous action was possible.

"The pursuit continued till the light wholly failed, but the British destroyers were able to make a successful attack during the night.

"After driving the enemy into port Sir John Jellicoe returned and scoured the main scene of action to search for disabled vessels. By noon on Thursday it was evident that nothing more could be done, and the Fleet returned to its base, re-fueled, and was again ready for sea on Sunday evening."

The Admiralty states that the British losses have been fully stated. There is nothing to add or subtract. The Admiralty have no doubt that the Germans' losses were heavier, not merely relatively, but absolutely.

There is the strongest ground for supposing that the German losses include two battleships, two Dreadnought battle-cruisers of the most powerful type, two of the latest light cruisers, namely, the *Wiesbaden* and *Blug*, a light cruiser of the *Rostock* type the cruiser *Pravendob*, at least nine destroyers, and a submarine.

[THROUGH REUTER'S AGENCY.]

HOW THE BRITISH WERE OUTNUMBERED.

"WARRIOR" BOMBARDED BY 25 WARSHIPS.

LONDON, June 5th.

The story of the *Warrior's* fight, told by survivors now at Devonport, shows that she was engaged at six o'clock in the evening. She and the *Defence* were between two lines of German battleships, and were severely handled. The *Defence* in a few minutes was blown into the air, and the *Warrior* was badly riddled. The enemy used gas shells, almost suffocating the British. Fortunately the uneven contest was short, the Germans retreating after 17 minutes.

The *Warrior* began to fill with water, and the crew started pumping. Ultimately an auxiliary ship came up and took off the wounded.

The *Warrior* was towed for 48 hours, and foundered shortly after the tow rope was disconnected.

Survivors said that the *Warrior* was bombarded by five German Dreadnoughts and 20 destroyers.

MOST NOTABLE VICTORY SINCE TRAFALGAR.

INSPIRING EFFECT OF LATEST REPORTS.

LONDON, June 5th.
7.50 a.m.

Fuller reports of the Naval Battle have had a most inspiring effect, as proving that the British scored a success which the *Morning Post* describes as "the most notable victory since Trafalgar, which, though less decisive, may have results almost equally momentous." It adds that the salient fact is that the German High Seas Fleet was completely outfought and chased in disorderly retreat into its own ports.

Other experts are almost equally optimistic.

Mr. Archibald Hurd says that the German hopes of interfering with the blockade and the movements of troops must now be abandoned, while it is impossible for the German Fleet to act on the offensive in the Baltic for weeks. Thus the Right Wing of the Russian Armies is secured.

EXULTANT BRITISH WOUNDED.

The British wounded who have arrived at the various ports are most cheerful and exultant.

WHAT THE GERMAN SAILORS KNOW.

A telegram from Ymuiden says that German sailors who were brought in by a Dutch trawler smiled when shown the Berlin reports of a "great German victory," and said "Unfortunately we know better," adding that the loss on both sides was heavy, but the strategic advantage was overwhelmingly with the British side.

BRITISH STEAMERS SUNK.

LONDON, June 4th.

The British steamers *Dawland* and *Esalmannpool* have been sunk.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ANOTHER ATTACK AT VAUX FORT.

STOPPED BY MACHINE-GUNS.

PARIS, June 5th.
2.30 a.m.

The evening *communiqué* says:—There has been intense artillery firing on the left of the Meuse. German preparations to attack Hill 304 were stopped by our curtain of fire.

The enemy on the right of the Meuse continued to bombard the Vaux-Damloup region, especially Fort de Vaux. An attack launched north-west of the fort at three o'clock in the afternoon was stopped by our machine-gun fire.

Our heavy guns severely damaged three German batteries in the Caulleries Wood.

A German aeroplane squadron at noon bombed Toul, killing six and wounding 10. A French air squadron pursued the raiders, falling one in the French lines and two others in the German lines.

[THROUGH REUTER'S AGENCY.]

HEAVY GERMAN EFFORT.

PARIS, June 4th.
5.15 p.m.

A *communiqué* states:—There was a heavy attack in the evening in a ravine between Damloup and Vaux Fort. The enemy gained a footing in our trenches but a counter-attack immediately drove him out. A second attack in the morning failed before our artillery fire.

INCREASED ACTIVITY ON BRITISH FRONT.

SEVERAL INFANTRY RAIDS.

LONDON, June 5th.

General Sir Douglas Haig, in a *communiqué*, says:—A squadron of 26 British aeroplanes yesterday bombed some points of military importance, doing considerable damage. One machine was brought down by gunfire in the enemy lines, but the rest returned safely. Hostile aircraft were inactive.

There was increased activity along the whole of our front last night. North of Ercourt 200 Germans, after a heavy bombardment, attacked our trenches and were driven back with loss.

Two small British parties near Serre entered the German trenches, killed some of the occupants, and returned with slight loss.

Two more parties, at Monchy-au-Bois and Neuville, entered the enemy lines, causing loss and bringing back prisoners.

There was reciprocal artillery activity to-day. The situation at Ypres is materially unchanged. We retain the ground gained in yesterday's counter-attacks.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MASSES OF AUSTRIANS.

HURLED AT ITALIAN POSITIONS.

ROME, June 4th.

A *communiqué* says:—In the Lagarina Valley there was a keen artillery duel. The enemy's infantry on Friday evening attempted to break through in the direction of Onaro, south-west of Asiago.

They were vigorously counter-attacked and repulsed.

On Saturday afternoon great masses of the enemy were hurled at our positions between Colxomo and Col Posina, and were repulsed with the heaviest loss.

On the Sette Comuni Plateau the struggle for the possession of Monte Cengio continues with alternating fortune.

GENERAL.

[THROUGH REUTER'S AGENCY.]

DUTCH STEAMERS HELD UP.

COMPELLED TO DISCHARGE CARGOS OF ANILINE.

AMSTERDAM, June 4th.

The *Hundelsled* says that owing to fractions of the Anglo-Dutch agreement, whereby Britain allowed the export of aniline from Germany, several Dutch cargo steamers have been held up by the British and obliged to discharge their cargoes of aniline.

The steamer *Rondo*, with 1,400 cases, was allowed to leave Durban on condition that the aniline, which is addressed to the Governor-General of the Dutch Indies, and is urgently needed, is placed at the disposal of the British Consul-General in the Dutch East Indies.

THE TURKO-GERMAN TREATY.

The Under-Secretary for Foreign Affairs, Zimmermann, in the Reichstag, answered a question asked by the Socialist member Hertfeld, in regard to the Turko-German treaty. Herr Zimmermann stated that, at the beginning of the world war, a defensive alliance was concluded between Germany and Turkey, based on terms of equality and extending over a long period. The details are to be kept secret.

Besides, negotiations are pending between both countries concerning consular representation, the legal status of citizens and the right of residence. An agreement has been practically reached on all points.

FULL SPEED ON NATION'S WORK.

HOW WOMEN'S LABOUR IS BEING ORGANISED.

"It is a frequent experience that employers doubt the possibility of the introduction of women into an employment when in fact they have been quite successfully introduced in the same industry in another centre." This Mr. Cecil Harmsworth, M.P., told a *Daily Chronicle* representative was one of the chief difficulties which confronted the advisory committee on women's employment (Industrial) in facilitating the substitution of women for men.

Mr. Harmsworth is the chairman of the committee, the appointment of which followed close on the appeal by the Home Secretary and the president of the Board of Trade to employers to "take concerted action to make good the loss of male labour, so as to maintain in the fullest vigour the manufacturing industries which are necessary to the provision of Government supplies, the support of the population, and our export trade."

"At the present time," Mr. Harmsworth explained, "in many districts it is not so much a question of the shortage of women labour as of an unascertained demand on the part of employers. They have not even informed the Labour Exchanges of their requirements, and full efforts cannot be made to meet the problem until these are known."

"I would like to emphasise that the Central Committee is not proceeding on the lines of stimulating what you might call a national offer of service by women, but is seeking rather to make definite appeals in respect of definite industries where the need of increased women labour is felt. The disadvantage of anything like an indiscriminate national appeal is that it encourages large numbers of public-spirited women to offer themselves for employment before the demand for their services is ascertained."

PROBLEMS TO BE OVERCOME.

"From the point of this committee there are two main aspects to the question. The first is the welfare side. A lot of problems are bound to arise when you bring a large number of women into employment, and they are problems which must be solved unless your schemes are to fail. These problems are inside and outside the factories. The former are in charge of the Home Office inspectors, but the latter, the chief of which are housing, transit and recreation, must be dealt with by our local committees."

"This second branch of the subject is in assisting the Labour Exchanges to bring women into the desired employments. The machinery for carrying out this work in the medium of committees comprising prominent employers and representatives of women workers and women's interests generally. Already a considerable number of these committees have been appointed, and their functions will vary in accordance with the conditions of the district. Supply committees will, for instance, not confine themselves to the one task of securing women for their own districts, but if there is a surplus of such labour in their own case will see that it is available for service elsewhere."

"One of the important tasks the central committee is undertaking is the preparation of a number of leaflets dealing with specific industries and showing what has been done already in those industries in the way of substituting women, what labour difficulties, if any, have been arranged, etc. In this way we hope to deal with the difficulty I have mentioned of employers in need of additional labour mistaking their productive capacity from ignorance of what has been done elsewhere."

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SHROPSHIRE'S FINE FEAT.

CHARGED THROUGH RIVERS OF MUD.

BRITISH HEADQUARTERS.

The performance of the Shropshires, already officially mentioned in a *communiqué*, when, on the night of April 21st-22nd, they recaptured the trenches taken from us by the Germans two nights before, was, if on a small scale, a conspicuously fine piece of work. In time to come it may be that the regiment will remember it with pride among the list of honours which already reaches from Salamanca to Nieuport.

The Germans have asserted that they evacuated the trenches because of the wet, and that they had had no intention of retaining them. This is grossly false. In the two days that they had been there they had worked like beavers—and in almost as much water—with a view to permanent occupation. The men of the Shropshires all testify to the amount and excellence of the work of "consolidation" that had been done, to the posting of machine guns, cutting new communication trenches, and fitting iron loop-holes. There was only one reason why the enemy evacuated, and that reason was the King's Shropshire Light Infantry had to be delivered, was an almost inconceivable quagmire. The mud, diluted with the rain which fell heavily throughout, was never less than knee deep. Generally it was above the thighs. The only way in which, in many places, our men could advance was by throwing their rifles in front of them and going forward like frogs. Not a few lives were lost by actual drowning. It took the first attacking columns some hours to cover 200 yards of so-called "ground." After it was over, a considerable time was spent in many instances, spent in extricating wounded men from the mud, and it is a simple but illuminating fact that one man, un wounded and quite sound, remained out, stuck in the mud, helpless and undiscovered, from the night of the attack, April 21st-22nd, until the morning of April 23rd. There is no one who went through it who was not, at one time or another, up to his armpits in the slush, and while there, under heavy fire of shells, of rifles, and machine-guns.

Under these conditions the affair was carried through with great gallantry. The attack was delivered in three columns, and at all points the German trenches were carried at the first assault. (Continued on next column.)

PONTOONING IN A STORM.

THE NEW ENGINEERS AT THEIR TASKS.

The following vivid word picture is from the pen of Mr. Eden Philpotts and is taken from *The Times*.

"The tide was at ebb and a storm rose suddenly out of the West, where broad estuaries or mud-coloured water were lashed into waves by the sudden wind. The sky formed three parts of the scene—a magnificent sky such as Turner loved, shot with wild confusion of air currents, glorious with immense passages of light and darkness interwoven. Flat, madhairs—some, surrounded by martello towers and streaked with green of meadows—ran out higher and higher into the welter of the water. They lay sharp against the heavy storm, purple overhead and made an elbow for a hard and backwater, wherein a hundred little vessels rolled and tugged at anchor. Dredgers, smacks, ketches, rowing boats, brown-sailed barges, and a tug or two were crowded here, while steam pinnaces floundered back and forth from a fleet of black mine-sweepers that lay a mile from land. Ashore, to right and left of the stone pier, rose a wilderness of wooden shanties under tarp-pitched roofs. Ships for vessels extended among them. Ship chandlers, and marine stores, clustered together, and the reek of fish and tarred hemp swept inland on the wind. Above rose the masts and cordage of dismantled sailing craft, high and dry—yachts, with naked sticks and their hulls wrapped in tarpaulins. For the war had shut down on sport and the private vessels of pleasure in commission to-day were doing the country's work. The masts rose in a picturesque forest between the harbour and the red-roofed houses beyond it.

REELING TO THE WIND. Dashed piled the clouds in noble masses, gashed with white lightning, to the zenith, and earth and water seemed to shrink to a more insignificant huddle beneath them. Great fans and waving arms of light struggled feebly aloft and threw signals from the foundering sun. Then they were smothered and the highest light—no brighter than grey ashes—ran along the crests of the foaming waves; while sudden veils of heavy rain softened the sulky and lurid tones of the sky and stark outlines of earth and sea beneath it. Thunder shouted and a surf of hail and sleet whitened the shore and rattled on the corrugated iron of the shanties.

Steam and smoke flew from the steamers and a dozen sailing craft, heaving to the wind, came up with creaking canvas nose on to the squall. All was movement and action and din below aloft.

But 50 dun-coloured, shapeless monsters floated off shore and troubled not at the weather or the waves; while upon them worked hundreds of dun-coloured men indifferent to the storm. The air-tight masses of iron lay heavily on the seas, neither rising nor falling to them, and their crews shouted and toiled aimlessly, as it seemed, tugging at long sweeps and struggling to guide the lumpy things now this way, now that.

Consciously the soldiers laboured at their business of making and unmaking, of linking the pontoons together, and unliking them again. One watched the Royal Engineers of Enl-nd's new armies, who filled this hamlet by the sea to overflowing, and daily came to the water that they might learn their science of bridging estuary and river.

HUMAN WATER VOLLES.

Big, powerful fellows they were, in the splendour of first manhood, and wet as water volles they worked, half in the sea and half out of it, during their hours of drill. Keenly and cheerfully they mastered the stubborn pontoons, and put their wits and their physical might into their work together. All intelligent, earnest body of men were they, whose strength and size chiefly impressed a spectator. They were soldiers through and through—brisk, active, and swift to obey the word of command. Yet a month or so ago these men wrote at the desk and ploughed the land. The greater number showed no visible thought beyond the rough and exacting business of the hour and the problems of planks and cables as a new bridge stretched landward, but here and there among the men and the young subalterns, who directed them, shone faces with fire and soul revealing minds that dreamed already of the Rhine. Their business mastered, these men will vanish away and fresh legions will paint the little Hamd with khaki and apply themselves to the patient pontoons.

The storm swept off and a gorgeous mountain of silver cloud heaving up behind it was reflected in a dance of cold brightness on the water and the soaking strand. The hail melted; the people crept out again—first ragamuffins to play at the water's edge, then fishermen and longshore folk. A sentry with glittering bayonet tramped up and down before the pontoon landing places, with rain streaming off him; but now guards were relieved and the wet man, his khaki turned to dull brown, departed. Aloft the sky soon gave into great patches of blue; the sun broke over a soaking earth and the wind fell suddenly. Steam rose above the beach. The pontoons grounded presently five yards from shore and soon a company of soaking giants lined up and marched with solid tramp away to their billets and dry kit and hot grub. The brown men and the red of the flaxen and the black, bare legged, broad chested, genial, stolid out-of-sight together, and chafed the squad that came to take their places.

In some cases, few of the defenders getting away. Many individual acts of conspicuous bravery have been officially reported.

A lance corporal spent 23 hours, from 4 a.m. to 10.30, getting a wounded man back a distance of 500 yards. He carried him at first, till himself wounded in the shoulder; then he dragged and pushed and heaved him through the mud, being, after daylight, all the time under heavy fire, and finally, when he got him in, was himself in a state of complete exhaustion. A private held a man successfully against a counter-attack single-handed. One officer went on directing the attack with one arm hanging almost literally by a thread.

5 - NOV. 11.

CLASS PASSENGER

DATE RATES

Freight and Passenger Agent,
Buildings, Ice House Street.

(102)

SHIPPING

ARRIVALS.

ANNUL, British str., 1,354, Eady, 5th June—Shanghai 1st June, General—Butterfield & Swire.
CASTLEFIELD, British str., 1,022, Coe, 5th June—Saigon 1st June, Rice—Order.
HUNAN, British str., 1,143, McDonald, 5th June—Bangkok 29th May, Rice—Butterfield & Swire.
KUMONOW, British str., E. Forsythe, 4th June—Weihaiwei 20th May, General—Butterfield & Swire.
LIZON, Maru, Japanese str., 2,846, T. Watanabe, 4th June—Kobe 28th May, General—Osaka Shosen Kaisha.
NAGOYA, British str., 4,249, A. B. Garwood, R.N.R., 5th June—Bombay 19th May, General—P. & O. S. N. Co.
SOSHI, Maru, Japanese str., 1,006, A. Kobayashi, 5th June—Swatow 4th June, General—Osaka Shosen Kaisha.
TAMON, Maru, Japanese str., 1,400, S. Shima, 5th June—Wakamatsu 30th May, Coal—Mitsui Bussan Kaisha.

CLEARANCES.

June 5th.
KAIFONG, British str., for Hoihow.
LOONGSANG, British str., for Manila.

DEPARTURES.

June 5th.
ANNUL, British str., for Canton.
CHENAN, British str., for Canton.
NAGOYA, British str., for Shanghai.
SHOSHU MARU, Jap. str., for Canton.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, PORT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED BY BATAVIA, AMSTERDAM, CANTON, AND SOUTH AFRICA PORTS.

THE "NAGOYA."

Captain A. R. Garwood, R.N.R., carrying 114 Majestic Mails, will be despatched from this port on or about FRIDAY, the 16th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KUMONOW" from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
Six and Valuable and Tea and Cargo for Italy, France, London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay per s.s. "NAGOYA," due in London at the 2nd Aug., 1916.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. V. D. PAER, Acting Superintendent.
Hongkong, 4th June, 1916.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"NYANZA"
Arrived Hongkong on 30th May, 1916, from LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns at Godown 1, Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to sale.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignee and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. V. D. PAER, Acting Superintendent.
Hongkong, 30th May, 1916.

NOTICE TO CONSIGNEES

The Steamship "FLORIDIAN,"
From SAN FRANCISCO.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of HOLT'S WHARF at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th June, will be subject to sale.
All Claims against the Steamer must be presented to the Underwriter on or before the 20th June, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 30th May, 1916.

ON SALE

HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1915.
Revised by THE HANSAID.

PRICE
Daily Press Office
Hongkong, 26th February, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CITY OF LINCOLN ...	Brit. str.	—	Shimizu ...	THE HAYE LINE, LIMITED	To-day.
LONDON VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KANG MARU ...	Brit. str.	—	A. B. Garwood, R.N.R.	NISSON YUSEN KAISHA	On 8th inst., at Noon.
LONDON & BOMBAY VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NAGAYA ...	Brit. str.	—	J. Grant ...	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NYANZA ...	Brit. str.	—	—	P. & O. S. N. Co.	On 30th inst., at Noon.
MAHSEILLES VIA PORTS ...	MAHSEILLES ...	Brit. str.	—	R. White ...	MESSAGERIES MARITIMES	About 27th inst.
MAHSEILLES & SOUTH AFRICAN PORTS ...	JEREMIO ...	Brit. str.	—	—	THE BANK LINE, LIMITED	About 15th inst.
VICTORIA, B.C., & SEATTLE VIA KIELUNG, &c.	YOKOHAMA MARU ...	Jap. str.	—	Shinobe ...	NISSON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	TACOMA MARU ...	Jap. str.	—	T. Hamada ...	OKADA SHOSHU KAISHA	On 12th inst., at 3 P.M.
MEXICAN PORTS VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KITO MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 13th July, at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	TOSIODARI ...	Dut. str.	—	—	YOYO KIMUN KAISHA	On 14th inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	DAIKEN MARU ...	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 14th inst., at Noon.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	CHINA ...	Am. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	TESTO MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF ASIA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MONTEAGLE ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF RUSSIA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF JAPAN ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	TAMON MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	CHANGHAI ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KANG MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NAGAYA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NYANZA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MAHSEILLES ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	JEREMIO ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KITO MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	DAIKEN MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	TESTO MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF ASIA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MONTEAGLE ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF RUSSIA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	EMPEROR OF JAPAN ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	TAMON MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KANG MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MAHSEILLES ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	JEREMIO ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MONTEAGLE ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	TAMON MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	KANG MARU ...	Jap. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NAGAYA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	NYANZA ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	MAHSEILLES ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	JEREMIO ...	Brit. str.	—	—	OKADA SHOSHU KAISHA	On 14th inst.
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SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, & COLOMBO ...	YOKOHAMA MARU ...	Jap. str.	—			

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MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June.
LONDON ... "CITY OF VIENNA" ... On 20th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,
HONGKONG 11th April, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI ... "CHENAN" ... On 6th June, 4 P.M.
HANKOW & HAIKONG ... "CHIN HUA" ... On 6th June, 4 P.M.
HONGKONG ... "KAIFONG" ... On 7th June, 10 A.M.
HONGKONG ... "AN HUI" ... On 8th June, 4 P.M.
HONGKONG ... "KUEICHOW" ... On 9th June, 4 P.M.
HONGKONG ... "TANING" ... On 13th June, 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE Weekly.
S.S. "LINTAN" and S.S. "SANTU".
MANILA LINE—TWIN SCREW STEAMERS "CHIN HUA", "TANING" and "TEAN". Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. etc.
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "AN HUI", "CHENAN", "KUEICHOW", "YINGCHOW", "SHANTUNG", "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Friday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG 6th June, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
General Managers,
Hongkong, 6th June, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

ALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "SANGOLA", 5,184 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on 6th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.,
HONGKONG, 29th May, 1916. AGENTS.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, ROYPT. & C.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
to	at	Str. from COLOMBO	MAHARAJES	LONDON
COLOMBO	Saturday		1916	1916
NAGOYA	June 16	KHYBER	July 17	July 24
YANZHA	June 30	Through Steamer	Aug. 13	Aug. 17
NELLORE	July 14	Through Steamer	Aug. 13	Aug. 17
NANKIN	July 28	Through Steamer	Aug. 13	Aug. 17
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 1	Sept. 10
NORFOLK	Aug. 25	MOOLTAN	Sept. 1	Sept. 10
MALTA	Sep. 8	KASHGAR	Oct. 9	Oct. 15

Passengers change Steamers at COLOMBO.
Accommodation in the connecting steamer from COLOMBO is definitely reserved.
Hankow at the time of Booking.
On the Australian Route Tickets are transferable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong	Leave Hongkong
	about	about
NAGOYA	TU. SDAY	6th June
NELLORE	SATURDAY	17th June
NANKIN	SATURDAY	1st July

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave	Leave	Due at	Due at
	HONGKONG	STORM	MAHARAJES	LONDON
	about	about	if calling	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON via SINGAPORE	KAMO MARU	16,000	THURSDAY, 8th June, at Noon.
MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KATORI MARU	21,000	THURSDAY, 22nd June, at Noon.
VICTORIA, B.C. and SEATTLE	YOKOHAMA MARU	12,800	WED. DAY, 7th June, at 4 P.M.
via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SADO MARU	12,800	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE	TANGO MARU	13,500	TUESDAY, 13th June, at 4 P.M.
via MANILA, BANGALANGA, THURSDAY, ISLAND, TOWNVILLE & BRISBANE	NIKKO MARU	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE	CEYLON MARU	10,000	THURSDAY, 22nd June.
PENANG and LANGKAT	YETOROFU MARU	8,800	FRIDAY, 9th June.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	COLOMBO MARU	9,000	THURSDAY, 15th June.
SHANGHAI and KOBE	BOMBAY MARU	8,000	THURSDAY, 8th June.
SHANGHAI, MOJI and KOBE	NIKKO MARU	9,600	SUNDAY, 11th June, at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU	16,000	TUESDAY, 13th June, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single Yen 430
Return 875	Return 660
To London via New York	1st Single Yen 207.20
To Yokohama, Vancouver, Seattle	1st Single Yen 230
To Yokohama, Seattle	1st Single Yen 245
To Sydney 1st Single Yen 240	To Melbourne 1st Single Yen 241
To Yokohama 1st Return Yen 510	To Kobe 1st Return Yen 315
2nd Return Yen 300	2nd Return Yen 225

ROUND-THE-WORLD, Tour No. 1 21128. Tour No. 2 211117.

For Further Information as to Freight, Sailing, etc., apply to—

TELEPHONE Nos. 222 and 194.

B. NOBI, MANAGER.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamers	Tons and Speed	Leave Hongkong
DAIREN MARU	9,000 — 12 knots	SUN., 18th June Noon.
PERSIA MARU	9,000 — 14 knots	TUE., 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
KIYO MARU	17,300 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.
JINYO MARU	8,000 — 12 knots	WED., 25th July Noon.
NIPPON MARU	11,000 — 16 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug. Noon.

† Via MANILA, entering Shanghai.
† Proceeding to South American Ports.
* Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.
ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, AERICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.
Steamer Tons and Speed
KIYO MARU 17,300 — 14 knots ... TUESDAY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
E. DOL, AGING AGENT,
King's Building, [213]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD
For SHANGHAI, KOBE AND YOKOHAMA ... PAUL LEGAT ... On 14th June.
HOMeward
MARSEILLE'S VIA SAIGON and PORTS ... MAGELLAN ... On or about 27th June.
(Without Transshipment)
Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.
1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with P. & O. S. N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to—

TELEPHONE 740. P. THOMAS, AGENT, QUEEN'S BUILDING.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"TAOWA MARU" ... T. Hamada ... MONDAY, 18th June, at 3 P.M.
"MANILA MARU" ... THURSDAY, 22nd June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.
"LUZON MARU" ... TUESDAY, 6th June, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR.
"YERIMO MARU" ... Y. Furusaka ... SATURDAY, 29th July, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.
"SOBU MARU" ... THURSDAY, 8th June, at 9 A.M.
"KAJO MARU" ... SUNDAY, 11th June, at Noon.
† Proceeding to Anping and Takao.
† Proceeding to Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the BOON YIP WHARF, near the Harbor Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE EASTERN	1916 June 2nd July	On 1st July, 11 A.M. On 27th July, 11 A.M.

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A fully qualified Doctor and Cabinier are carried.
For further particulars, apply to—

GIDE, LIVINGSTON & CO., AGENTS.

